

DOCUMENT NO.	D2021/28773
WORK DESCRIPTION	Routine network maintenance activities – Clyde (lookout working) – Moving Worksite
WPP Number	CW3B 12986
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using lookout working concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> Routine preventative and corrective work such as inspections and maintenance as appropriate for the type of protection being applied as part of this plan.
AUTHORISATIONS:	<p>Protection Officer: Protection Officer Level 1 or higher Lookout: Handsignaller Level 1 or higher, Protection Officer Level 1 or higher.</p>
SAFETY CONTROLS – Lookout Working arrangements:	<p>The nominated worksite location for Lookout Working includes the Up Goods Fork, Main, Bankstown, West Fork and East Fork lines between Sefton, Birrong, Regents Park stations and SP 3 Signal.</p> <p>The nominated worksite location for Lookout Working is a moving worksite, where workers are working along the track within the limits of the nominated worksite location up to the where the Lookout is established.</p> <p>As work moves along the track, the Protection Officer must assess the new location and:</p> <ul style="list-style-type: none"> Establish Lookouts as required to watch for approaching rail traffic from all entry points Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed.</p> <p>Tools and equipment required:</p> <ul style="list-style-type: none"> Protection Officer requires a phone to contact the Signaller. Lookouts require a high-visibility arm sleeve and a whistle / horn.
FURTHER INFORMATION:	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</i></p> <p><i>NPR 711 Using Lookouts</i></p> <p><i>NPR 751 Calculating Minimum Warning Time</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NLA 502 Sefton Park Junction</i></p> <p><i>Lookout Working Prohibited Locations Register</i></p>

Safe Work Instruction**Lookout Working Worksite Protection for Sefton Triangle routine network maintenance activities****Protection Officer assessment checklist**

Protection Officer name:		Yes <i>(Tick if Yes)</i>
This document has not expired 12 months beyond the issue date.		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> • On-site safety assessment has been completed for relevancy of works being undertaken • The required protection details, environment and tasks are unchanged from the details of this SWI 		
The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance.		
Corridor Safety Number	Protection Officer Signature	Date

Warning

If an above item does not apply, the Protection Officer must not use this Safe Work Instruction. A new worksite protection plan must be completed in accordance with NRF 014 Worksite Protection Pre-work briefing and NRF 015 Worksite Protection Plan.

Safe Work Instruction

Lookout Working Worksite Protection for Sefton Triangle routine network maintenance activities



Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name signature contact No.

Work location: **Up Goods Fork, Main, Bankstown, West Fork and East Fork lines between Sefton, Birrong, Regents Park stations and SP 3 Signal**

Scope of work: **Routine network maintenance activities**

Worksite protection: **Lookout Working** Refer to Worksite Protection Plan for details

Hazards (e.g. Site specific hazards identified, including physical environment, human errors, plant and equipment)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
<ul style="list-style-type: none"> Struck by rail traffic 	Lookouts must be trained and competent to perform lookout duties. Lookouts must be rotated if performing lookout for extended periods of time Workers to remain within worksite limits as set out in this procedure. Lookouts must be placed as per the protection plan attached to this document. . Workers are to stop work and move to a safe place immediately on being warned by the lookouts	Protection Officer and Lookout
<ul style="list-style-type: none"> Live adjacent lines 	Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.	Protection Officer and Lookout
Two - way running / multiple entry points into worksite	One Lookout placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering or travelling within the worksite. Workers are to stop work and move to a safe place.	Protection Officer and Lookout
Obstruction to Minimum Sighting Distance	Lookouts must provide warning to the workers whenever their line of sight is obstructed by passing rail traffic. Workers must stop work and move to a safe place and reassess positioning and method	Protection Officer and Lookout
Adjoining/Surrounding Worksites	Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites. Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.	Protection Officer and Lookout
Access to / Egress from worksite Slips, trips, falls and hazards carrying equipment	Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points. Protection Officer will assess and instruct when it is safe for workers to use <i>NGE 200 Walking in the Danger Zone</i> to move to the worksite or safe place.	All
Mobile phone	Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.	All

Safe Work Instruction

Lookout Working Worksite Protection for Sefton Triangle routine network maintenance activities



Worksite Protection Plan – Lookout Working

Signaller details

name Sefton Panel 02 9563 7973

Protection Officer details

name signature contact No. RSW or RIW No. designation Planned duration

Workplace Supervisor details:

Type of work: Routine network maintenance activities

Worksite location

On the Up Goods Fork Line Up and Down East Fork Lines Up and Down Bankstown Lines Up and Down West Fork Lines Up and Down Main Lines between Sefton, Birrong, Regents Park stations and SP3 Signal

Worksite Assessment

Has the Lookout Working Prohibited Locations Register been consulted? Yes

Warning method

Horn/Hooter Whistle Voice

Minimum Warning Time Calculations

Maximum track speed 50 km/h Number of Lookouts used 2 Position of Lookouts 19.947 km to 22.657 km Number of additional Lookouts* used X Position of Lookouts km to km

Note - Lookouts are relocated to positions within these KMs as workers move along the worksite.

Table with 7 columns: See Time (S), Move Time (M), Safe Time, Minimum Warning Time (MWT), Track speed, Minimum Sighting Distance as calculated. Rows show calculations for 50 km/h, 40 km/h, and 30 km/h.

Note – Additional MWT calculations can be recorded in the Protection Officer’s Diary.

Where are the safe places identified for the Lookouts and the workers?

Lookouts: designated locations in the Cess

Workers: Cess

Ensure the workers have been briefed about these work details Yes

Diagrams, notes and detailed instructions of are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

Lookout Working Worksite Protection for Sefton Triangle routine network maintenance activities

INSTRUCTIONS:

1. Workers enter the rail corridor at Sefton Triangle Electric Substation or via Hope Street access gate.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts Sefton and tells the Signaller about the use of Lookout Working at Sefton Triangle.
4. Protection Officer establishes Lookouts watching for rail traffic approach in both directions at the designated Lookout locations.
5. Workers start work at designated work locations.
6. Once work is completed, move workers to a safe place.
7. Recall Lookouts.
8. Workers egress the rail corridor via Wellington Rd access over line bridge or Regents Park Station.
9. Protection Officer contacts the Signaller at Sefton Panel to end Lookout Working.

ADDITIONAL DETAILS

Two-way running and multiple entry points

Rail traffic movements can occur in any direction at any time.

A Lookout is established for each direction of rail traffic approach and must provide warning for any rail traffic approach. Lookout established at 22.837 km must use a horn or hooter instead of a whistle

Workers must move into a safe place upon a Lookout providing warning regardless of which line the rail traffic is approaching on.

No safe place

There is no safe place within the Over Line Bridge near the points.

A worker must watch the Warning Lights on both sides of the bridge to enable another worker to walk under the bridge using NGE 200 Walking in the Danger Zone, for the purposes of placing Lookouts and moving workers.

Changes at Sefton Triangle

The following changes have occurred at Sefton Triangle that should be taken into consideration for all Safe Working activities:

1. Down Goods Fork is no longer functional. It has been cut at multiple places and shall be removed at some stage in the near future. (Please see Image 5 and Image 6 below.)
2. Existing 202 points renamed to 202B.
3. New 202A catchpoints commissioned.
4. New 205 and 206 crossover commissioned.
5. New North Junction signal SP22 on the Up East Fork near Regents Park at 23.269 Km.
6. New North Junction Repeater signal SP22 on the Up East Fork near Regents Park at 23.048 Km.

The following existing infrastructure has been decommissioned and removed:

- Signal SP3 Co-Acting
- Signal SP18 at Regents Park Station.
- Signal SP21 and associated train stop at Regents Park Station
- 200 catchpoints.
- 201 crossover (201A/B/C points).

Note

201 crossover diamond will remain in-situ and not connected to line until removal at later stage.

LOOKOUTS



Image 1: Lookout location at 22.666 KM



Image 2: Lookout location at 22.837 KM



Image 3: View of 22.583 KM location..



Image 4: View of 22.666 KM location from 22.583 KM.



Image 5: Down Goods Fork – Track cut

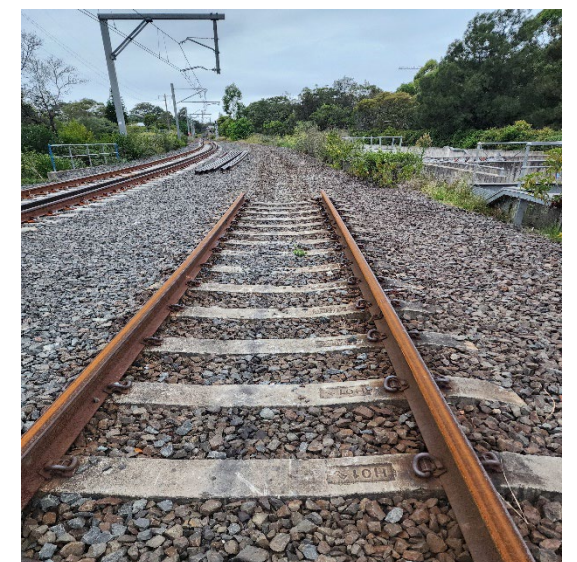


Image 6: Down Goods Fork – Track cut

